



East Lake Sammamish Trail
14, 2000 Neighborhood Workshop
Blue Team Notes
note area of geographic focus

Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Access should be located at Marymoor Park and boat launch only, not in between
- Driveways are private property—how can you keep public away from them?
- Concerns about private beach access attracting trail users

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- Trash cans for trail, but located ONLY at access points

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Parking along E. Lake Sammamish Parkway would be extremely unsafe
- Parking for property owners would become difficult if there was access along the trail (i.e., not at end points)
- Neighbor concerns about having to park on east side of Parkway and cross trail—makes for more difficult access to private property (neighbor contact noted: Bill Curley, 425-965-1137)

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Structures to slow trail traffic (i.e., mazes, bollards) in this section very important due to high number of driveways
- All potential trail crossings in this section are unsafe—steep slopes, blind corners, limited sight distance, etc.
- Provide signage

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- None noted



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The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Restrooms, benches and trash cans should be located ONLY at access points (i.e., either end of the trail)

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- Gas station and grocery store (location and name not noted)

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Absolutely NO room for horses on this trail
- Fast bikers should ride on Parkway, not on trail

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Fencing and shrubbery are crucial for privacy
- Signs—on road and trail—should clearly indicate private property
- Property owners should be able to landscape along trail to discourage public access



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Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Trail should be moved to E. Lake Sammamish Parkway in this section (from Inglewood Hill onward) due to narrow width
- If trail planned for rail bed, it should be moved closer to E. Lake Sammamish Parkway in places where private driveways are directly affected and constrained
- Concerns that rail bed alignment will block neighborhood access
- Proposed trail alignment would disturb wildlife and wetlands in this section
- The corridor was designed for trains, not trails

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- Trail should NOT run along rail bed in this section due to high number of driveways that bisect trail—safety accessibility concerns for property owners
- Is a land swap possible in order to move trail to safer, more appropriate location?
- Regardless of Master Plan trail alignment, the existing Parkway bike trail should be developed and improved

General Comments

- In the past, has King County opened trails to the public without a final Master Plan? If so, where and when has this occurred?
- Do it (trail Master Plan) once and do it right
- If King County is not prepared to deal with liability issues, then why are they considering interim use?
- Don't open trail until county and property owners have resolved issues (i.e., liability, fees, etc)
- The neighbors have gone through this workshop process before but no responses were ever provided for concerns raised at the meetings—neighbors concerned about county's apparent lack of follow-through
- Neighbors request that concerns from past meetings be addressed (they were against interim trail use, but county went ahead with plan anyway)
- Is King County negotiating ownership and property issues across Inglewood Hill Road?
- Protect private property rights
- Trail should only be accessible from dawn to dusk
- Burke Gilman Trail isn't 12', why should this trail be 12'?
- How will enforcement of trail regulations (i.e., bicycle speed, hours of use, etc) be managed?
- Why are important services like fire and transit being cut, while this trail is being funded?